

# Hawaiian Gazette.

VOL. XXXVII. No. 102.

HONOLULU, H. T., TUESDAY, DECEMBER 30, 1902—SEMI-WEEKLY.

WHOLE NO. 2448.

## PACIFIC CABLE HAS BEEN LAID TO WITHIN A SCORE OF MILES OF HAWAII

### Silvertown Enters This Port After Rough and Sensational Voyage.

(From Saturday's Daily.)

**L**YING in 450 fathoms of water, attached by a strong line to a buoy which rides the waves above, indicating the presence and furnishing the connection with the strand beneath, the cable which means the advent of the new Hawaii, is now within twenty miles of the Island shores.

After twelve days of such cable laying as has never before been experienced by the experts aboard the vessel, days when the question of cutting the cable was uppermost in the minds of all, as the only means to save the precious line, the Silvertown, yesterday morning, when two hours' steaming off Makapuu Point cast overboard the end of the first stretch of the Commercial Pacific cable and ran into this harbor to look over the ground and refit before undertaking the putting down of the local shore end and the intermediate weight line, which will connect the so-called rock cable with the deep sea line, which is now off the leeward coast.

The story of how the surf beat back the boats and rendered unsafe the laying of the slender cable has been told and the trip of the vessel described through the brief bulletins which passed between the ship and shore at noon each day. Then alone was the line used for speaking purposes. Every other minute of the day there were being pressed the tests, which were continuous and exhaustive, each minute testing the cable, as it passed over the great wheels at the stern of the ship, showing that no damage had resulted from its wearing as it sped to its resting place on the floor hundreds of fathoms below. These tests were made, not only on board the ship, but when the California shore was left behind, there were in the cable but facts the west four men whose duty it was to constantly watch the fluctuations of the spot upon the scale. It was a matter of arrangement when the tests should be discontinued so that the day's reports could be made. The hour of meridian is usually chosen, for the observations made at that time show the position of the vessel and enable the engineers in charge to make comparison of the work they have done during the run.

So careful are the men who do this that it was five minutes less than an hour between the time that the Newsboy, the steam lighter, had carried off the shore end of the cable from the California coast to the Silvertown, laying seven miles out at sea, and the receipt of the first signal from the shore, telling that the connection was made, was perfect, and that the prow of the ship might be turned to the southwest and the eventful journey begun. This was a work of only a few minutes, for when the shore end was received from the Newsboy it was taken in over the bow, but there was a loop to the stern, which was gently lowered into the sea, the strain was taken by the paying out drum, the propeller began to revolve as the vessel's head swung into the course, there was nothing in the way of machine or electrical connection or apparatus which did not respond to the touch of life, the order for the cruising speed was given, and at a half hour past midnight on Sunday, December 14, the actual start of the Silvertown, with seven miles laid which do not appear on her reports as they were taken from the lighter, was made and reported.

and the men who were compelled to move about doing so by the aid of ropes which were stretched from end to end of the decks. It was a terrible time for men and cable together. Seas broke over ladders, smashed in lights and flooded galley and starboard saloon, and two of the minor help were injured. Through it all the vessel held to the southwest, and despite the desperate pulling of the cable strand there was perfect control maintained.

More than once on that Tuesday there was seriously considered the cutting and buoying of the cable, but the excellent management of the ship by Captain Morton, and the superb handling of the cable machinery by Engineer Benest and his capable corps, prevented recourse to this heroic treatment, and the day and night were weathered, the storm abating in the evening, though seas continuously swept the deck and made life above the hatches a problem. During the period between noon of the 15th and noon of the 16th only 182 miles could be logged. The Wednesday was a good day, however, the sea smoothing out its ruffles and giving the navigators an idea of how nice the Pacific could treat strangers. It was with a record of 195½ miles that the noon report was made, and the outlook was for the same kind of fast work during the remainder of the trip. Thursday's record was better, with 207 miles and a total of 651 for the half of the week which had been passed, and with the promise of further trouble, for a falling barometer gave indication of worse luck ahead.

The Friday after the false start had been made saw a perfect day, but owing to the fact that the main tank of cable had been exhausted, there having been taken out 929 miles of cable, there was a delay of about an hour during the evening in changing, which cut down the record to 204 miles. There was little out of the ordinary which marked the week end, the vessel, relieved of nearly half her cargo, rolling like mad, and the speed being maintained at about eight knots, the day's work netting 189 miles. Sunday just seven days out from California, was the most perfect day of the entire trip and the men, both in the engineers department and in the management of the ship, felt that the worst was past.

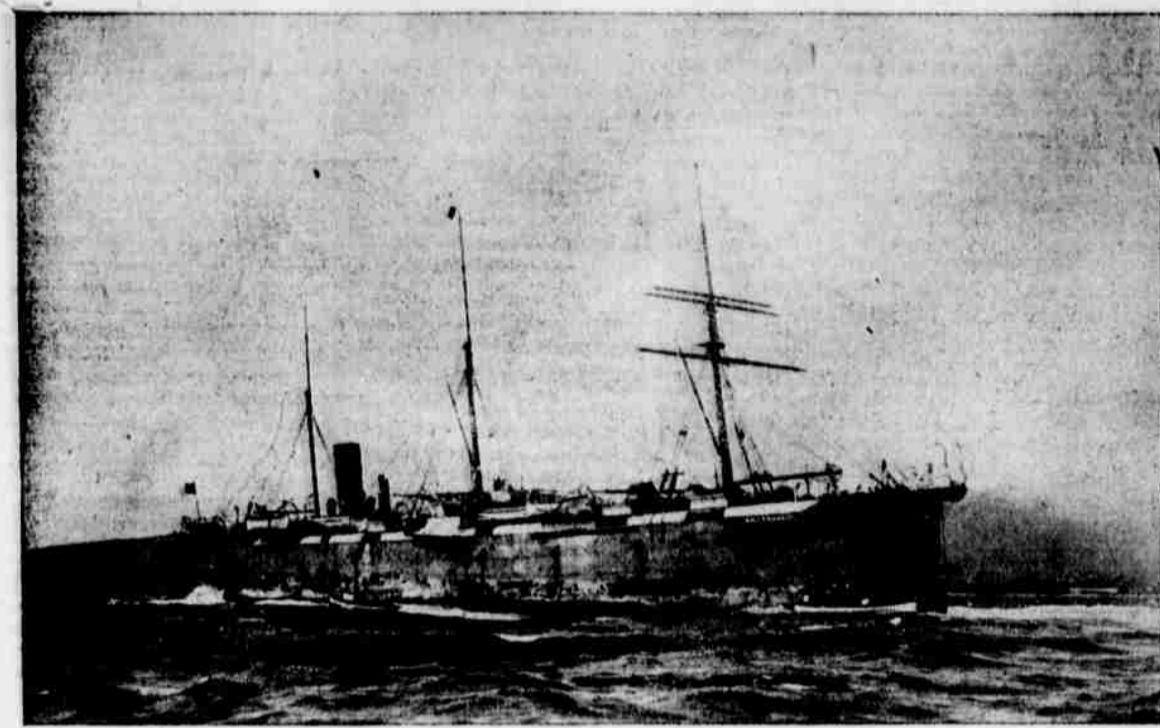
#### LAST WEEK OPENS.

Monday was marked by two events. The British cable was crossed at 4 o'clock in the morning and the California folk sent some news of the outside world for the workers afloat. There was some increase in the seas and the winds and the appearance of another storm was impeded by the choppy seas which rose and sent the great ship rolling about like a porpoise. The record showed 211 miles for the twenty-four hours. The first real accident of the trip was recorded this day, owing to the slipping of one of the men whose duty keeps him in the tanks, where, with a score of others, he watched the uncoupling, assisting in it, of the great circles of the cable, and suffered the dislocation of his shoulder, as well as many bruises.

Tuesday of this week marked the most unusual meander of the entire cruise, for it was decidedly uncommon for the latitude in which the ship then was. The great vessel was rapidly losing its load, and in consequence became more and more the sport of the waves which swept over the rails. The roll was something terrible, and the handlings of the slender cable had a bad night of it. Another man was caught in a coil and had to go to the sick bed; but despite wind and sea the day netted for the record of progress 197 miles.

The end was approaching and everyone was ready to welcome it, for between the westerly winds and the light draft of the ship there was a roll which made it far from pleasant, even for the men whose lives had been spent in the business of cable laying. The wind did not freshen, though, and Wednesday was greeted with applause, for the sky cleared and the ship rolled right along, adding the score of 267 miles to the long line of strand which then connected the California coast with the mid Pacific. The first vessel of the trip was sighted, a schooner far off to the south and bound for the coast. The day's work, too, showed the deepest valley of the ocean's floor. The average, closing with the noon hour, indicated that the cable of the day had dropped into 5,000 fathoms, the deepest point being 5,003 fathoms.

There will be special invitations for the witnessing of the laying of the shore end, and the recipients will be the guests of the Commercial company at the premises of Mr. P. M. Hatch. The lands of the company are too small and those of the neighbor have been tendered. Admission will be entirely by ticket, issued by the company. The connection is yet in the distance, but



THE SILVERTOWN ARRIVES.

(Photo by Rice & Perkins.)

#### STORM ON THE COAST.

There was to be no holiday for the busy men aboard the ship, though the holiday feeling was there and everyone, from chief to scullion, was in fine humor over the fact that 300 miles would bring sight of land. The morning showed a cool strong breeze and the sea was running with vigor, causing the ship, which now showed nearly twenty feet of free board, to roll almost to the dangerous angle. The second change of tanks, this time from the after one to the fore tank, was made during the night without trouble, and the last leg of the work was fairly on. The noon hour-observation showed that 215 miles for the day had been passed, and that 2,109 miles of cable had been dropped into the sea.

But the afternoon and evening were such as to try the hearts of the bravest of all. The wind which swept at the gentle breeze through the rigging all day turned into a gale and howled over the rolling craft. Empty, almost, the vessel turned on the sides, the angle of rolling passing forty degrees, and the life boats on the upper davits being dipped into the green seas which were swirling over the decks.

The officer of the deck was lashed into his place and the quartermaster was kept busy holding his place beside the wheel. The pitch of the light ship was increasing and the screw half exposed in smooth water, often raced as the seas lifted the stern high out of water.

Men who have given the better part of a generation to the laying of submarine cables admitted their impotence to cope with the conditions. To no subordinate did Mr. Benest and his chiefs leave the watching of the cable as it was drawn out of the tanks and dropped out into the foaming waters, which, radiant with phosphorescent glow, stretched in mountains astern and ahead as well. All night the men with eye and hand upon the brakes which held the great drums, regulating the speed of the cable, into the ocean, stood to their task and when the relief came, it meant only that two men instead of one watched the working of the machinery. Capt. Morton had figured that the end of the deep sea line should be dropped at 3 a. m. and all hands were ready for the task, which it proved was to be one which tried the mettle of the men engaged in it.

The pitch of the ship increased, until the cable was drawing with something like five tons pressure upon the drums and brakes. It was a serious question if the pitching of the ship would not make it necessary for the slender strand to be cut and sent adrift rather than to risk the possible serious damage to the machines by the tugging which marked each plunge of the ship.

At length the records showed that 2,239 miles of the cable had been sent overboard. It was the end of the sea line and the time for the splicing of the intermediate cable. But this could not be done. With a ship so light it was impossible for the men to hold it to the sea and so it was decided to buoy the cable and make for Honolulu, there to take in coal and be ready for the final task. There were two jobs, however, for the buoy, a great iron tank twenty feet high and as much in diameter, had to be handled, and it was a job which meant risk. But it was done, the sounding apparatus showed 40 fathoms and with a manila cable fast on to the chain of the buoy, and all made fast to the cable the end was cast adrift at 2:40 o'clock. It was a work of three or four hours, and during all this time the cable was being paid out at the regular rate. When it was discovered that but a short piece of cable was left in the main tank the vessel was stopped so that the remainder could slide out easily without making too big a jerk on the part with which it was connected in the after tank. The delay in this case was less than five minutes. Then the 301 flakes of cable, each flake contain-

ing 3.8 nautical miles, was paid out from the after tank, and the operation of splicing the end of this with the end of the cable in the fore tank of the vessel was carried on. Some cable, consisting of the big shore end, still remains in the after tank, and all the cable in the fore tank had not been paid out at the time the line was cut and buoyed near Moioikai channel yesterday morning.

#### CABLE RACING THROUGH WHEELS.

If one were to mark with chalk a portion of the cable and watch it as it left the vessel's tanks he would have seen some lightning like work. Down in the tank itself the cable was coiled around a big drum, and frames known as crinolines kept the cable from mixing up, while a dozen men were always stationed in the tank to keep the cable in good shape. As it went up from the after tank it went along through a metal trough until it reached a big drum, round which the cable was wound several times. This drum was fitted with many powerful brakes, and these were connected with a dynamometer through which the cable passed. This registered the strain on the cable, and when the strain became too heavy a man watching the dynamometer operated the brakes of the big drum. After leaving this instrument, the cable passed to the massive wheels which are situated at the stern of the vessel and glided down into the sea.

As the cable paid out over these massive wheels it slowly sank to the bottom at the rate of one and a half to two feet per second. The direction in which it sank was twofold, sliding and falling, sliding down the inclined plane of descent and falling by gravity in a direction parallel with itself.

#### TREMENDOUS WEIGHT OF CABLE.

The weight of the cable at times was tremendous. When the vessel was laying cable in 2,000 fathoms of water the ground end of the cable was twenty miles astern and as the cable left the vessel it took nearly three hours for it to strike the bottom. During this time the speed of the vessel was seven or eight knots an hour, but the cable was moving much faster as the cable had to go up and down over hills and valleys and was longer than the distance the vessel traveled over the sea level.

During all the time that this cable was being paid out electricians were constantly testing it. In the testing room connections were made with the shore house at San Francisco, where four other electricians were posted. Work was being done every moment, so that a fault in the cable could not possibly occur without the electricians knowing it.

While all sounds were made for the cable before the Silvertown started on her voyage, the vessel still had to make soundings very often. She also had to have difficult navigation performed. She could not simply take the most direct route to Honolulu, but had to go over exactly the same route as the United States Fish Commission steamer Albatross did in making the original soundings, and in order to do this the navigators of the Silvertown took more observations than are ever taken on any battleship or big passenger liner. By day a close watch was kept upon the sun, and at night the stars required the closest of study.

Right at the stern of the Silvertown her steam sounding gear is located, and this works the minutely thin but apparently endless wire that tells how far it is to the bottom of the sea.

#### THE TAUT CABLE.

On the port side of the vessel one could find a second cable apparatus. This was the "second cable" for two cables are laid by the Silvertown.

(Continued on Page 2)

# NEED GOOD CHARACTER

## New Rule Made for Maui Seminary Pupils.

MAUI, December 27.—At the quarterly meeting of the trustees of Maunaolu Seminary held at Paia Dec. 29th, it was voted that no new pupil be admitted into the seminary except upon the presentation of a certificate of good character from the principal of the school last attended by the applicant or from the minister or district magistrate residing in the vicinity of the applicant's home.

Miss M. E. Alexander has resigned her position as principal of Maunaolu Seminary. Her resignation will take effect at the end of the term prior to Easter. It was presented and accepted with a resolution of regret at the trustees' meeting held last October.

Miss Alexander has been teaching for a long period and her health demands a change. She will be much missed at the seminary.

### CHRISTMAS CELEBRATION.

Christmas day on Maui was the coldest and one of the stormiest of the season. The constant rain prevented the playing of the polo game in Makawao and other sport elsewhere. House parties were the rule of the day, the Christmas tree and Christmas dinner being prominent features of the entertainment within doors.

At Maunaolu Seminary the principal gave the 15 girls remaining during vacation an especially good time, this being her last Christmas at the school. There was a fine luau which was much enjoyed.

Sunday the 13th, the interior of the Paia Foreign church was profusely adorned with bamboo and tali callas and Rev. Dr. E. G. Beckwith preached an interesting Christmas sermon.

Maui Episcopalian were much pleased to receive a Christmas letter from Bishop Restarick. It is a custom of his to greet his parishioners this way every year.

### FELL OVER A CLIFF.

On the 18th at Kaonolu ranch (the Kula property of Gear & Lansing), the dead body of a Chinese was found in a badly decomposed state. It was hardly more than a skeleton and the nationality of the deceased was proven only by the cue.

Upon investigation it was shown that the dead Chinese was Yung Hau who some three months before, while chopping wood on the side of a gulch was accidentally killed by falling on a ledge of rocks down the side of the little ravine. A cross-cut saw and a cane knife were found nearby and it is probable that while sawing a heavy branch of a tree, it suddenly gave way and precipitated him on to the sharp rocks in the gulch below. Dr. Dinegar found a severe cut in the bones of the back of his head.

A coroner's jury summoned the same day by Deputy Sheriff Edgar Morton brought in a verdict of accidental death due to a fall.

P. N. Kahualuna, the Lahaina lawyer, is soon to remove to Paia and practice law before the Makawao court.

Weather: rain during the last four days of the week. Very cold.

### FROM THE MAUI PAPER.

Today, the wide tire law is to go into effect in Honolulu, and there may be some effort to enforce it on the other islands.

The law is, however, entirely too sweeping, and in most respects it should be allowed to remain a dead letter until the legislature has time to meet and repeal its most obnoxious features. In large cities where heavy loads are hauled, a wide tire and axles of different length tend to protect the streets, but for country roads, the wide tire is of no particular benefit, and the change to wide tires on Maui would at the present time be an intolerable nuisance and expense. Senator Baldwin is opposed to its enforcement.

### NEWS NOTES.

Heavy rains have prevailed in Lahaina recently which is something unusual for that bright, sunny village.

Christmas turkeys were scarce in Wailuku this week, and only a few lucky ones were able to procure a gobble for Christmas dinner.

A match game of baseball was played at Kahului last Sunday between the Wailuku and Kahului stevedores and of course the Wailukus won.

The wind on the Olowalu side of the pall yesterday blew so hard that the stage had to be ballasted with stones to prevent it from being blown over.

Surveys are being made of all the principal streets of Wailuku including Vineyard street from the cemetery to Market street, with the view of making estimates for an appropriation.

Within the past two or three years the ferocious day mosquito of Honolulu has made its way to Maui, probably in the wake of some particularly jolly and tender tourist.

Father Libert's host of Maui friends are rejoiced at his promised promotion.

Mr. J. N. S. Williams of Puunene, gave a Christmas tree entertainment to his friends, at which appropriate gifts were distributed, notably a gilt horse-shoe to the mayor, and a toy steam plough to Brother Hansen.

Work has been pushed by the grading force on Main street this week notwithstanding the inclement weather prevailing.

The influenza epidemic which recently prevailed at Wailuku has about worn itself out.

On and after January 1, 1908, the First National Bank of Wailuku will pay interest on deposits.

# SHORE END OF PACIFIC CABLE LAID IN FINE STYLE

## Rough Weather Prevents Work at the End of Deep Sea Line and Ship Stops Off Waikiki and Makes a Haul of the Armored Link to the Beach.

**S**TRETCHING its black length across the sands and into the sea, the shore end of the Commercial Pacific Cable was laid yesterday in the presence of several thousand people whose cheers upon the safe landing of the heavily armored line resounded through the tropical shrubbery of the always famous surroundings.

But it took no more than the merest look at the sea in the channel to tell the men on board that it would be unwise to attempt to work with cables aboard ship in the sea which was running at the windward end of the passage. The white caps indicated some rather troublesome rolls over there, and within an hour of the time that the lines were cast off and the ship went out, anchor had been cast at Waikiki and preparations were underway for the putting out of the rock cable.

The moment the anchor had rattled down to the coral bed Pilot Lorenzen was getting ready to take Chief Officer A. A. Troan and Assistant Hydrographer R. G. Wood over the old course for the cable landing, with the hope of finding a perfect entrance.

The pilot boat traveled about for some time and then a couple of buoys were dropped, one bearing aloft a red and the other a blue flag, and the two marking the line which furnishes the best approach to the Kapua landing.

The boat then returned to the ship and after a long delay a launch of Young's.

which had come upon the scene for the purpose of keeping in touch with what was going on, brought off Chief Engineer Benest and Engineers H. P. Daly and H. Raymond Barker. It was now 9 o'clock, and the prospect was that the end might be had before lunch.

Plans had been made for the landing of the line today, and the consequence was that there were no preparations for work yesterday. Contractor Lord

was even then at work fitting up the donkey engine for the Public Works Department, having worked all night upon it, and nothing was done to assist in the landing. Then, too, there was not a telephone in the neighborhood that could be used, and consequently it was necessary for Mr. Benest to run down town before he could be sure that arrangements as to the quick work would stand, and it was noon before workmen could be gathered.

Meanwhile, the presence of the ship

off the beach was the signal for the gathering of the people and they came in crowds, even when they found that it might be hours before their curiosity was satisfied.

With growing crowds ashore and nothing done, the time passed until 1 o'clock, and then the launch brought

in two great sheaves, but that was all.

On the ship, however, there was pronounced activity. The fact that the engineers had determined to go out and lay the channel end first had caused the re-running of the cable on Saturday. Everything was prepared.

But the change of plans made necessary a new running of the conductors. When the intermediate cable,

32 miles in length, had been put in on top of the rock end of three miles in length, there had to be a rearrangement, and the men of the ship spent

the hours while the shore arrangements were being made in getting the line in the fore tank into the new order, the intermediate being coiled in the main tank, and the rock end left in the fore.

While it was in doubt if the donkey

engine could be made immediately

available anchors were put down for

the holding of the great blocks

which would enable the ship itself to

handle the cable, by sending a hawser

on shore and pulling from the ship.

But before these could be used the

engine came, and at 3:30 o'clock a

blue flag was raised on the staff, saying to the ship "All clear."

There was a little waiting, and soon the hundreds

who had gathered as a result of the

invitation conveyed by the blowing of

the agreed signal of the fire whistle

saw the Young launch tow two life

boats from the ship. A leading line

was passed to a waiting workman

through a canoe, and then the hawser

was paid out from the boats, five

lengths, or 65 fathoms, being used.

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# Hawaiian Gazette.

Entered at the Postoffice of Honolulu,  
H. T. Second-class Matter.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS

WALTER G. SMITH, EDITOR.

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TUESDAY : DECEMBER 30.

## THE LATE CRISIS.

The appointment of President Roosevelt as arbitrator in the Venezuelan affair confirms a premature report, via Fanning Island, of the choice of arbitration as a remedy. Just why the American executive should be chosen when competent tribunal exists at The Hague and when the United States is also a Venezuelan claimant, does not appear in the brief cable dispatches, but presumably there is some good reason. It is enough to know, as a basis of public satisfaction, that the crisis in West Indian waters has passed and that the second Venezuelan trouble like the first one happening in President Cleveland's time, will come before a just judge instead of that court of last resort of nations where the verdict goes to the heaviest battalions.

The effect of the peaceful recourse taken in Venezuela has doubtless, before this, registered itself upon the business interests of the nation. There were distinct symptoms of a hurry when the news from La Guaya got exciting. James Hill, the great railroad financier, said that a panic in the stock market was imminent and that many business men, fearing a war with Germany, were beginning to haul in their lines of investment. It was inevitable that an attack by one or both of the allied powers on the Monroe doctrine would have sent values tumbling. The banks would have shut off and called in loans both at home and abroad. Another era of Black Fridays would have been upon us. But all's well that ends well and now there is nothing to keep business from once more getting into its old pace.

It is always interesting to speculate what the United States would have done in the event of war with the allied powers or with one of them. Acknowledging our comparative paucity of naval and military resources and the enormous extent of our coast line, including those of the "colonies" and the fact remains that the outlook would not have been altogether hopeless.

It has been noticed that France has, in this whole matter, preserved a neutral attitude, though she has as much reason, financially, as Italy, to join in the naval demonstration. But France knew that if the United States became embroiled with England and Germany or with the latter power alone, she would at once offer herself as a third member of the offensive and defensive alliance of France and Russia. In that event the British fleet would be needed on the home and colonial coasts and the German war office would have to bend its energies for the protection of two frontiers and the defense of German ports and colonies. There would have been a world war, more dreadful in its consequences than any that had a gone before.

Doubtless it was a growing conception of this peril which brought the allied powers around to a peaceable frame of mind. They started bumptiously; they end reasonably; and a great mark has been set up on the scheme of precedent to guide future wayfarers. Curiously enough the Monroe doctrine which Canning got up to preserve the balance of power in old Europe, finds in the balance of power of new Europe its strongest guarantee. France and Russia standing alone are great; with the United States joined with them they would be paramount; and in the opportunity to become their war partner or to become the war partner of their enemies, lies the immunity from old world assault while developing its hemispherical policies, which the United States has so long enjoyed.

The Committee on Territories threw out the Wilcox Fire Claims bill and took up the one introduced by Mr. Sennex, which is identical with the Senneix bill. Wilcox put in his measure more to assert his individuality than anything else and if possible to make capital with it at home. The Committee treated the bill as it deserved. Wilcox had scant consideration before at Washington but he gets much less now that Congress has witnessed his repudiation here.

It is not unlikely that the United States weather bureau will take and publish a daily meteorological report from these Islands and return one. Conditions there and here frequently are such as to influence the coming weather at the other end of the line.

We came as near having Kriss Kringle weather as one can get in the lowland tropics. Quite likely on the higher elevations elsewhere in the group there was a chance to throw snowballs.

Marcion claims to have sent a long message across the Atlantic to King Edward. The truth of this statement cannot be doubted. Whether King Edward got the message or not is another matter which awaits advice.

It is not likely that Gisshuro will escape hanging, but it was just as well to give him another chance to be heard and to keep the shadow of the gibbet out of the holidays.

When Artist Yardley bears of the Summer proceedings he will yearn to give them an absent treatment.

The prospect of four cent sugar is fair enough to give special zest to one's wishes for a happy New Year.

## THE CABLE.

Yesterday did not bring a cable to the shores of Oahu but one came near enough to be dropped temporarily while its carrier made a short run to the port for coal. News up to the last was received. In a very few days the time depending somewhat on the weather, the daily news of the world will be at the disposal of Honolulu readers, and merchants and tourists will find themselves in instant touch with the continental markets.

That will be a day long worked and waited for. It is nearly half a century since soundings were first made with the view of an ultimate cable between San Francisco and the Orient via Honolulu, and there have been some other surveys since. Many times

have expectations been raised to a pitch. Even when Ceilo Caesar Moreno came with his high-sounding projects there were hopes of immediate fulfillment. Disappointment followed disappointment until the public mind got into such a state of distrust that there was hardly a ripple of interest when the Advertiser, in its Washington correspondence, announced that Honolulu might expect a cable by Thanksgiving Day. There had been no inkling of such a thing in the news before reports of possible action by Congress on the Corliss bill covering the whole theme of cable promotion.

Even in this office where the news resources of our Washington correspondent were best known and appreciated there was a feeling of mild incredulity. Yet the news was true except that circumstances put the date of realization a little further along. We of the South now realize the greatness and goodness and grandness of the character of President Abraham Lincoln, and would honor his memory. Our own Lee has been given a place in the Temple of Fame, situated on the other side of Mason and Dixon's line, and his name stands with that of Lincoln. Your father belongs to the world's immortals, and nothing that we could do would add to his fame. We can, however, show our respect and love for him. Permit me, therefore, in the name of the State, to invite you to place a portrait of President Lincoln in the new capitol of Mississippi, that it may symbolize his love for his country, his devotion to duty, and his heartfelt sympathy for the Southern people.

A calm survey of the Civil War, such as men of this generation are able to make, brings a conception of the fact that the statesmen and soldiers on both sides, by their intellectual power, their moral and physical courage and by the great deeds they wrought, gave a new dignity to the American name and a new strength and prestige to the nation. Before the Civil War the United States held a small place in the estimation of the world. It was regarded as a loose confederacy—a group of cousins—inhabited by Yankee traders in the North and by strutting slave barons in the South, so weak in the true national spirit and in military resources that—as Captain Marryat wrote in 1853—"a foreign army, 30,000 strong, could march from end to end of it without opposition." Nor was the relative opinion of the sections much higher. North of Mason and Dixon's line the coming invasion of the South by raw levies was regarded as a holiday promenade. Even Wm. H. Seward thought three months would suffice to bring the South to terms. In the South itself, it was said that "one Souther could whip five Yankees." Had either been right, the United States today would have been a second-class power. It needed four years of bloody war and a gigantic outlay of physical resources on both sides, to convince the world at large and at home that the United States had in it the material for a first-class power; and today, the surest confidence the citizen has in the ability of this country to hold its own, is in his remembrance of the men whom both North and South raised up to meet the crisis of 1861. As Americans we are proud of the way they did it; proud of the directing genius of Davis and Lee on the one side and of Lincoln and Grant on the other. So it has been in all history. No Englishman looks back with shame or disfavor on Marston Moore and Nasby and the descendants of those who fought on either side would not have had those battles turn out differently. They are satisfied that those conflicts left no other heritage than good to the common country. Rupert and Cromwell, Bruce and Wallace, are accepted heroes of the British race, not chiefs of ancient factions; and the time is already here when the Southerner looks with pride upon the statistics of Lincoln and Grant and when the Northerner honors the names that made the Southern half of the American people illustrious in the times that tried men's souls.

Madame Humbert first filed a will naming herself as the sole heir to a fictitious estate, said to be that of R. H. Crawford, an American millionaire, who was claimed to have died leaving an estate valued at 100,000,000 francs. Then the Crawford Brothers came along and claimed to have another will to the same estate. They said that the mythical estate had been divided by the dead man into four shares for themselves. Madame Humbert and her sister, Marie d'Aurignac, Henry Crawford and Robert Crawford. The methods employed to get a fortune from the shrewd money lenders of the Continent, were simple yet were accomplished in roundabout ways. The scheme was carefully worked out long before it was launched.

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There are two telegraphic services at San Francisco, that for afternoon papers and that for morning papers. The latter is the more expensive and it is the one which will be drawn upon by the Advertiser. The impression that one service only will be given Honolulu and that it will be snared by the morning and afternoon press is erroneous. The Advertiser has its own field between 4 p. m. and 5 a. m. in common with the Chronicle, Examiner and Call of San Francisco.

George Ade's love affair with Miss Astor, daughter of the London multi-millionaire, will answer him very well for advertising purposes. Mr. Ade is bringing out a new light opera, the "Sultan of Sulu," which is expected to carry London by storm. Interest in it will be heightened by the author's flirtation with Miss Astor and its sudden ending for the lady in a parent cyclone. Doubtless Mr. Ade looks more to this than to any prospect of plucking a star of the first magnitude for his wedding day boutonniere.

Comment on Richard Mansfield's revival of "Julius Caesar" is to the effect that he has placed himself on a plane with Edwin Booth. Undoubtedly he is the first American actor and, more than that, has not outlived his capacity of growth. Where others are stage stars he is a historical star. Some day Mr. Mansfield may take it into his head to make an Australian tour, whereinupon Honolulu may have the same chance to hear him that it had forty or fifty years ago, to hear Booth.

Meanwhile the Crawford estate became known to all Paris. Guides showed tourists the Crawford house and even pointed out the safe which was supposed to contain the millions.

People began to have suspicions. Creditors tried to restore confidence as they thought this would be the only

## CROSS SADDLE RIDING.

Riding astride, or cross-saddle riding, is slowly working into the fashions of the Atlantic States. From time to time, during the last fifty years, daring and unconventional women have adopted this method of riding in public parks, but the attitude of the small boy, the carleman and the staring strollers on the street has not been kindly. Occasionally, the newspapers have discussed the practice and invited women to make a trial of it. But the custom of using the side-saddle has been so firmly fixed that society has promptly declared against it.

Western or the mountain women have gradually broken through this custom, and adopted cross-saddle riding because it is safer, and in every way more convenient, and many Eastern women, who have lived in the West, would have adopted it if they had dared to.

Finally, several of the fashionable women, belonging to the Meadowlark Club of Long Island have shown how gracefully a woman can appear in this method of riding, and the hunting women are won over to it. As there are now enough of them banded together to stand against old conservative opinions they will shortly establish the new fashion, and another generation will know little of the side-saddle.

Colonel Spalding of Kauai, however, claims that the side-saddle is more convenient, more attractive, as safe, and more "lady-like" than the man's saddle. He says that, after observing the women riders of Europe, both in park and in the hunting field, he declined to permit the Hawaiian method to be used in his family. Probably few will agree with him. The best test of its comparative value is experience, and it is certain that business women do not hesitate to adopt cross-saddle riding.

The Manilla papers are urging the Bureau of Agriculture to revive the sugar industry of the Philippines. At the present time those Islands supply the sugar they use and yield surplus for export of 143,719,561 pounds, valued at \$2,357,144. Still it is a story of diminished cane areas, diminished crops and very much diminished profits.

"Abandoned cane fields and idle mills throughout the archipelago," says the Manilla Times, "render it incumbent upon the Bureau of Agriculture to do everything in its power to remedy these conditions." Undoubtedly as soon as peace is sufficiently restored to invite capital the remedy will be applied. Nothing keeps a country quiet like prosperity and it may be justly inferred that the encouragement of the Philippine sugar industry will be one of the chief features of our "colonial" legislation.

The waves in the Molokai channel have proved too much for the cable ship and that vessel returned to port last night with the news of a missing buoy and without having furthered the work of cable splicing. The weather forecast for today shows a change for the better and, quite likely, the Silverton will be able to proceed with dispatch.

The typhoons never quite swamp a big ship on the Honolulu-Yokohama route, but they come uncomfortably near it. The latest vessel to "just miss" is the battleship Oregon, which reports the adventure of its life. A typhoon is an ugly customer but the resisting power of a well-built modern steamer is generally equal to it.

The telegraph and cable companies think that Marcion is competing with the carrier pigeons and not with them.

## THE BRIGHT SIDE OF LIFE.

It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to silliness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single

thing. A chronic dyspeptic, says an eminent English physician, is always on the verge of a mental upset. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind.

Like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

**WAMPOLE'S PREPARATION** has not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. Nothing has such a record of success in Anemia, Nervous Debility, Scrofula, Throat and Lung Troubles, and all emaciating complaints and disorders. It's use helps to show life's brighter side.

**ELGIN'S REACH US RIGHT** and Solid Gold. We have a full line and sell them at right prices.

**ELGIN'S REACH YOU RIGHT**. Elgins stand for what is right in time keeping and lasting qualities, and that is why we are right in pushing the Elgin Watch.

**H. F. WICHMAN**

BOX 342.

**Wm. G. Irwin & Co., LIMITED,**

Fire and Marine Insurance A'gts.

**AGENTS FOR THE**

Royal Insurance Company of Liverpool,

Alliance Assurance Company of London,

Marine and General Assurance Co., Ltd., of London,

Scottish Union National Insurance Company of Edinburgh,

Wilhelms of Madgeburg General Insurance Company,

Associated Assurance Co., Ltd., of Munich and Berlin.

**SALES BETWEEN BOARDS.**

\$1000 D. B. & I. Co. bonds 10%.

**SESSION SALES.**

Thirty One \$1.

## LOCAL BREVIETIES.

(From Saturday's Date.)

**H. J. Morris** of the Associated Press arrived on the 25th.

**Wray Taylor** is preparing a shipment of ladybirds to be sent to California at the request of State Quarantine Officer Craw.

The death of Mrs. Charles Nordhoff is reported from Lucknow, India. Mrs. Nordhoff was here with her husband, the distinguished journalist in 1893.

Captain Joseph H. Douglas, Artillery Corps, has been ordered to proceed by the first commercial liner from the mainland to Camp McKinley, Honolulu to join his company.

B. F. Dillingham returned from San Francisco in the Sierra. He says business there is brisk and that investors seem to have plenty of faith in the future of our securities.

The final accounts have been approved in the Hugh Morrison estate. In the order of discharge the widow is allowed to turn over to herself \$9,000 in United States bonds which it was shown belonged to her individually.

The Bank of Hawaii received by the Sierra their cancelled bank checks, bearing the revenue stamp imprint. The Treasury Department redeemed the stamps for their full face value, but the blank checks are a total loss to the bank.

Mrs. George Harrison swore out a warrant yesterday against her husband charging him with assault and battery alleged to have been committed on Christmas Day. Mrs. Harrison's face bore evidence of having come in contact with something, there being several nasty bruises upon her cheeks and mouth.

Judge Little is sustained by the Supreme Court as to his dismissal of the case of Wade Thayer, Trustee vs. A. Lidgate, but not as to his reasons for dismissing the suit. The decision is written by Justice Petty. The suit was to recover \$175 paid by C. T. Amara defendant which is alleged to be an act of bankruptcy.

The box of lantana insects and seeds, supposed to have been lost, turned up by the Sierra and were at once taken in hand by Prof. Perkins. It appears that the State quarantine officer who receives the packages at San Francisco from Koebel, Mexico, was away at the time and did not get back in time to catch the last steamer.

Commissioner of Agriculture Wray Taylor received by the Sierra another large quantity of lantana pests from Professor Koebel. In the consignment was the box of bugs which was supposed to have been lost in transit several weeks ago. Koebel is now visiting relatives in California and will return to Honolulu next month.

By the Sierra, Commissioner Wray Taylor received a request from Alex. Craw, State quarantine officer at San Francisco, for a strong colony or more of the ladybird known as the Cryptolaemus Montrouzieri. Mr. Craw states that the mealy bug is very troublesome in several districts in California, and this ladybird is an enemy to it. Mr. Taylor will at once collect a number of the larvae of the Cryptolaemus, breed them and send them to Mr. Craw. He is particularly anxious to do this for that gentleman, for the local entomologists have received many courtesies from him.

Mr. and Mrs. Samuel Parker have given \$500 to Kawaiahae church as a Christmas present.

W. W. Bruner has been awarded the contract for the building of the new Kona road, his bid being about \$8,000.

Supt. Cooper has received a letter from Governor Dole saying that he would not start for Honolulu until January 10th, instead of the 4th as he had expected.

Generals Botha and Delarey have sailed from London for South Africa.

The Unlucky Boy is always getting his fingers burnt, his hand cut or his shoulder sprained. His parents should keep a bottle of Chamberlain's Palm Balm in the house. This is a liniment of superior merit. One application gives relief. Try it. All dealers and druggists sell it. Benson, Smith & Co., Ltd., agents for Hawaii.

**H. HACKFELD & CO., Limited**

# BOYD CASE DISMISSED

Judge Gear Failed to Decide It.

A discontinuance was filed in court yesterday by Humphreys, Thompson & Watson in the case of James H. Boyd vs. H. E. Cooper. This was the application for writ of mandamus to compel Cooper to turn over the office of Superintendent of Public Works to Boyd, after the latter had refused to resign and the Governor had attempted to remove him, using force to prevent his entrance into his office.

The suit was argued at length some months ago before Judge Gear by Geo. Davis, who appeared for Cooper, just after Gear had decided that the Governor had no power to remove Auditor Austin. Humphreys refused to argue, saying he was content to leave the matter to the second judge in view of the Austin decision. Gear stated several times during the course of the argument that he would sustain Boyd and put him back into office, but he reserved his final decision, and in the meantime the Senate removed the former Superintendent of Public Works. A decision has never been given in the matter and there is no longer any necessity for it; hence the dismissal of the suit.

There may be still a suit for salary from the time of Boyd's suspension until the action of the Senate. Auditor Austin has made a demand upon Auditor Fisher for the salary for the two months of his enforced retirement, but this was refused. No demand has been made by Boyd, he being out of office for a few weeks.

## THEY DON'T EVEN SPEAK.

An evidence of the real ill-will which exists between Humphreys and his brother-in-law, J. Alfred Magoon, was the withdrawal yesterday of the firm of Humphreys, Thompson & Watson as attorneys for Magoon in the charge against him of accessory before the fact in the Wright case. When Magoon was indicted by a Grand Jury for assisting in Wright's escape, Humphreys was one of the first attorneys to rush to his defense, but since then the entente cordiale has been severely strained.

## THE ISENBERG ESTATE.

The will of Otto Ernest Isenberg, who died recently in San Francisco, was admitted to probate yesterday by Judge De Bolt and W. Pfenninger was appointed administrator with a bond of \$25,000. The estate is valued at \$300,000, but \$85,000 of it is in real estate. The will gives one-third of the property to the widow in trust, the remainder going to the children of deceased.

As appraisers of the estate H. A. Isenberg, P. M. Pond and W. M. Minion were appointed by the court. Mr. McClanahan stated that Mr. Isenberg could not take the oath to support the Constitution, as required of appraisers, he being the German Consul here, and Judge De Bolt prescribed a new form of oath for the benefit of the appraisers. He stated that it had always been the custom for the appraisers to swear to support the Constitution, though he knew of no statute or rule of court which required it. He said he was simply following the practice already established, and there being no statute, in the case of Mr. Isenberg a simple declaration that he would faithfully perform his duties as appraiser would be sufficient.

## COURT NOTES.

The John K. Summer case was continued yesterday until this morning at 10 o'clock because of the Wright hearing. It was the intention to go ahead all day, but this idea has now been abandoned.

Judge De Bolt yesterday ordered the payment of \$25 per month alimony to the wife in the Gallagher divorce case. After the first of the year the money is to be paid in two equal installments.

M. G. Silva has asked for a reduction of the alimony of \$60 per month allowed his wife. A motion has been filed to have his property placed in the hands of a receiver in order to pay his debts and alimony.

Bishop & Co. have brought suit against Lam Hoo Chin to foreclose on a mortgage on premises located at the corner of Nuuanu and Kukui streets, the security for two promissory notes aggregating \$10,535.

## After the Earthquakes.

AGANA, Island of Guam, November 20.—(Via November Transport—Logan).—Since the earthquake, which occurred September 22, Guam has been busy straightening herself out. The Civil government appointed a committee of safety, whose duty it was to inspect and condemn all buildings considered unsafe. In consequence many of the shattered houses have already been torn down and new ones erected in their places. Work of repair is steadily progressing on the government buildings. When the U. S. naval collier Justin returned from Manila she unloaded a cargo of corrugated iron and lumber, and the Marine Barracks as well as all other buildings pertaining thereto are speedily having the old, and much damaged roofs of glass replaced by iron. The palace is also being renovated; so that everything will be in readiness for the new governor who is expected to arrive on the U. S. S. Supply about December 20.—Manila Times.

## Bishop Gulstan Slowly Declining.

Although there is little change from day to day in the health of Bishop Gulstan yet the Mission Fathers perceive with sorrow that he is slowly fading away. He is now a mere shadow of his former self and is constantly growing weaker. He suffers but little pain and his faculties are as keen as ever.

# CHOPPY SEAS OFF THE ISLAND PREVENTED CABLE SPLICING

## MORE OF SHORE END IS LAID

Silvertown Had to Return Last Night After Hard Day Near Cable End off Makapuu Point.

## ON REEF AND OFF AGAIN

**N**O CABLE connection was made yesterday.

The cable steamer Silvertown returned to Honolulu last night and anchored off the harbor, where she will lay until the weather moderates, as she was unable to make the cable connection with the deep sea cable with it attached to a buoy off Makapuu Point.

While this was going on off shore the men engaged for the completion of the shore work were busy getting the end of the line out of sight. The line marked out for the burying of the heavy cable was followed with a trench three feet deep and in a comparatively short time the cable had been placed and put into the basement of the cable hut through the conduit prepared when the little house was erected. As soon as this was done the line was prepared for the tests of the experts on the ship and even before this was completed the vessel was seen to be preparing for the undertaking of the next part of the labor.

Before 10 o'clock anchor was hoisted and the Silvertown stood out to sea paying out the cable over the prow. The course was straight off shore until a little more than a mile had been covered, and then the ship's head was turned toward the channel. This showed also that the rock cable had been run down, the dangerous shoal water passed and with from twelve to fifteen fathoms under the vessel the laying of the intermediate line, which will extend to the connection with the deep sea conductor, was going on.

The steamer had no difficulty in finding the main cable buoy, but the marking air bulb, one exactly like the one supporting the cable end, and previously anchored one mile north of the first buoy, was missing. This latter buoy had been held in place by mushroom anchors, and should have held even after the first under worse conditions than would have to exist before the end of the cable buoy would give way, but the steamer could not find it yesterday.

Whether it had been carried away by the sea, or in a collision with a vessel, is not known.

The sea was so choppy that it was impossible to lower a boat to make connections with the cable buoy. Any boat which would have been put over the Silvertown's side in the heavy seas encountered yesterday would have been smashed up as soon as it struck the water. Under these conditions it was decided to make no attempt to get the cable end aboard ship and splice it yesterday to the cable that would have to be laid to connect with the end buoyed off Diamond Head. But the marking buoy had to be replaced, and in quick time another buoy was got ready and heaved overboard in the same place as the other marking buoy had been.

Captain Lorenzen says that the work of placing this buoy in the water was

carried out with clocklike precision. An anchor was rigged and dropped over the bow of the Silvertown. When it had struck the deep bottom another buoy, of the same type as the main buoy, was attached to the wire hawser which connects the anchor with the latter. After this had been accomplished the buoy was easily dropped overboard. This is located in such a position that should the cable attached to the other buoy break it could be easily recovered by grappling, as the steamer would start from the marking one and drag the ocean's bottom right across the line where the cable would lie.

After placing this buoy and seeing that the main buoy was still in position, the steamer put about for Honolulu, and on the way in sighted the buoy off Diamond Head and found it to be all right.

The vessel arrived off the harbor about 9 o'clock. An Advertiser reporter went on board, and was told by the officers that very heavy weather prevailed in the channel during the day and that the vessel would have to wait until this moderates before the end of the cable can be picked up and connected with Honolulu.

Mr. Benest, chief of the cable laying expedition, told the reporter last night that the vessel would now have to wait for better weather, but he hoped that the weather of last evening would not be severe enough to carry away the buoy.

About thirty miles of cable now remain to be laid to connect the cable already in place and give direct communication with the Coast.

Officers of the vessel had hoped yesterday to be able to get the cable's end on board and have an opportunity to send messages to San Francisco from the vessel describing the work they had already accomplished, but, of course, this was impossible.

In the weather of yesterday, even had it been possible, it would have been a tremendous risk to have taken the cable on board the Silvertown, as the strain caused by the heavy seas might have broken it, and as it would have been hazardous work to have made connections and carried it through the channel even further delay might have resulted from a break in the cable than now results through yesterday's weather.

Pilot Lorenzen came into town last night with Pilot Macauley, who went out to meet the vessel, and some of the officers of the vessel will likely come ashore early this morning.

## HAWAIIAN SINGERS ARE STRANDED IN THE EAST

Managers Banned Them Out of Their Earnings But They Hope to Return Home Soon.

The Washington Post in a recent issue has the following account of the Hawaiian singers, who have been in this country several months and who were in Washington for a while last winter:

Thousands in the Capital during the last six months have been charmed by the melody of a group of dark-hued visitors, the melody of far-off Hawaii.

The auditors have noted its strange

sweetness, its languorous tenderness, its soothing softness, and then again, at times, its wild, weird notes.

There have been the telling of joy and the touch of gaiety in it, but there has been, too,

something telling of melancholy, a yearning note, as of suffering. Perhaps it was in the music—there is that in the melody of their land; but there have been those, perhaps, who divined that back of it all there was more than the mere expression of the notes. These were right; there was a heart-ache in the song, and in the yearning note there was a real longing, a loneliness, a homesickness.

The young men, as they sang the airs of their native land, have sung not only of it, but to it. Their thoughts have gone out to it while they sang that they might earn enough to take them back once more to it. It is toward this end that they are working.

The "Singing Boys," or "Royal Hawaiian Glee Club," came to this country

as a part of a company of forty-five

that went into the Hawaiian village in the Midway at the Buffalo Exposition.

There they played and sang till the close of the fair. According to contract,

the members were to be returned.

Fourteen, however, concluded to stay.

The "barker" of the show, a white man, was the determining factor. To them he pictured possibilities of gain if they stayed. He would be their manager and engagements at \$500 a week would be easily made. As a starter, he would go to Charleston, where the exposition was to open, and arrange for their appearance there. As money was necessary to carry out his plans, the managers gave the manager out of their savings a good round sum to be used for them.

A vaudeville agent made an offer to book them as an attraction on a theatrical circuit, but they had promised

the man to go with him to Charleston, and they could not enter into a contract that would preclude their keeping faith with him. One of the club was sent to Washington to arrange, if possible, for a limited engagement here. The trip was unsuccessful, but just then an opening offered at Philadelphia. With the telegram from Philadelphia came one from their "manager" to come to Charleston.

The proffered engagement at Philadelphia was not accepted, and the Hawaiians journeyed to the South Carolina city, only to find that arrangements had not been made for them, nor was there any opening among the exposition attractions.

Their meager hoard had dwindled to but very little, and the land and people so strange to them, seemed stranger still in the Southland. They

had the financial results were slender.

Then came an opening for them. An

entertainment was arranged for them at a small town near Charleston. The audience was a good one; it was the

first real encouraging thing since they had elected to remain behind in Buffalo.

They played and sang with a vim that night. It seemed as though, after all,

their hopes were to be realized. They

got none of the receipts, however. They

had return tickets to Charleston, else

they would have had to spend the night in the street where they were.

A Southern preacher, who was interested in getting up church entertainments, was the means of rescue to the boys, who were now close to starvation.

With him they journeyed farther South.

They visited Savannah, St. Augustine,

Falmouth, Daytona, and other winter resorts. Then they journeyed North.

They stopped at many places on the way, giving little entertainments, and

arrived in Washington May 26 last.

Here the party divided. Seven of the

number went to New York, where they

were now, and the others remained here.

Their first appearance here was at a

musicale given in her apartments by Queen Liliuokalani.

Other engagements followed, and this week they are

to appear at Chase's Theater.

The visitors, who speak and write the

English language well, were educated

at the Catholic College of St. Louis and

the University of Lahainaluna, in the

man to go with him to Charleston,

and they could not enter into a contract

that would preclude their keeping faith with him. One of the club was sent to Washington to arrange, if possible,

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**Bamburg-Bremen Fire Insurance Co.**

The undersigned having been appointed agents of the above company are prepared to insure risks against fire of Stone and Brick Buildings and on Merchandise stored therein on the most favorable terms. For particulars apply at the office of  
F. A. SCHAEFER & CO., AGENTS

**German Lloyd Marine Insurance Co. of Berlin.****Fortuna General Insurance Co. of Berlin.**

The above Insurance Companies have established a general agency here, and the undersigned, general agents, are authorized to take risks against the dangers of sea at the most reasonable rates and on the most favorable terms.

F. A. SCHAEFER & CO.,  
General Agents

**General Insurance Co. for Sea River and Land Transport of Dresden.**

Having established an agency at Honolulu and the Hawaiian Islands, the undersigned general agents are authorized to take risks against the dangers of the sea at the most reasonable rates and on the most favorable terms.

F. A. SCHAEFER & CO.,  
Agents for the Hawaiian Islands.

**Now  
is  
the  
Time  
to  
Plant**

**SEEDS**

A large shipment of fresh seeds has just been received. It is not necessary to send to the coast for garden or vegetable seeds when the same may be had in a few days from the

**Hollister  
Drug  
Company  
Honolulu,  
Hawaii.**

**The Bank of Hawaii  
LIMITED.**

Incorporated Under the Laws of the Republic of Hawaii.

**CAPITAL \$500,000.00**

**OFFICERS AND DIRECTORS.**

Chas. M. Cooke ..... President  
P. C. Jones ..... Vice President  
C. H. Cooke ..... Cashier  
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**MARKE'S B 41 PILLS** are warranted to cure Grippe. Pills in the pack, and all standard sizes. Price from Mercury. Established upwards of 20 years. In boxes of 50 each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietor, The Lincoln and Madison Chemical Drug Company, Lincoln, Mass.

**CRUZAN GOES OUT****Former Hilo Pastor Leaves His Church.**

The San Francisco Chronicle says: Rev. J. A. Cruzan is no longer in accord with the belief of the orthodox Congregational churches. He stated the same in a letter addressed to the Bay Association of Congregational Churches and Ministers, which met at Berkeley this week. In consequence of this change of belief, or loss of faith, or repudiation of creeds, the former Congregational minister asked to have his name stricken from the roll of the association. The request was granted, and the registrar and committee on credentials were instructed to communicate with Mr. Cruzan and announce to him that his request had been officially complied with.

It has been known for some time among church people of both the Congregational and Unitarian denominations that the minister was seriously contemplating severing his connections with the Congregational church, and that affiliation with the Unitarian body would probably follow immediately. It was simply a matter of waiting for an opportune time.

For over thirty years the clergyman has worked with the Congregationalists as pastor and church-organ editor. It will be remembered that he was for a period in charge of the Pacific, which later, under the editorship of Rev. Dr. Thompson charged him with overbroad religious views. In October, 1897, Mr. Cruzan, in an interview published in the Chronicle, refuted the charges made then by the Occident, stating that he held to the great fundamental truths of the Christian religion. He emphatically declared his belief in God; in Jesus Christ as the manifestation, the revelation of God to the world; in the Trinity, the three-fold revelation of God as the Father, the Son, and the Holy Spirit. Of course, some insincere church members might even then have understood the trend in this to be Unitarian, but Mr. Cruzan did not feel himself evidently at that time the same pronounced convictions against orthodoxy, which he now expresses in his request to break the bond of fellowship that united him to the Congregational Association. Nor did the denomination as a whole interpret his meaning as so liberal as to demand his resignation from the ministry. He was at the same time installed as pastor of the Berkeley Congregational Church and later given as a charge the First Foreign Church in Hilo, Hawaiian Islands. He served that church for four years, evidently with satisfaction to the denomination and the congregation with which he was affiliated. It was only his resignation that severed the pastoral relations at Hilo, as his resignation and statement of belief have now severed the tie binding him to Congregationalism.

**Extension of Cable.**

ALBANY, December 8.—A certificate of an extension of the lines of the Commercial Pacific Cable Company, a Mackay corporation, was filed with the Secretary of State today. The lines as originally laid out extend from New York across country to California, thence to Honolulu and Manila. The extension will be from Manila to Shanghai, China.

**AS TO CHINESE LABOR.**

The press dispatches will probably anticipate this letter to Honolulu regarding the debate on the bill earlier in the week involving a rather lively discussion about Chinese labor in Hawaii.

Senator Burton launched the amendment to the bill, which I sent in my last letter, and a vigorous debate ensued, during which he and Senator Mitchell clashed rather forcibly.

Mr. Burton's speech, in which he stoutly advocated the admission of Chinese into Hawaii, served a very useful purpose, as it called the attention of Senators to some of the purposes of the bill.

The intention of the friends of the measure was to press it to a final passage quietly, before Senators awoke to the importance of it. There were many Senators who actually were ignorant of what the bill stood for till Senator Burton had stirred them up with his fiery earnest speech. The amendment he presented was drawn by Mr. Haywood and was hurried into the breach more for the purpose of calling a halt on the bill than in the hope that it could be passed.

This much has developed as to Chinese labor for the Islands—Senators Burton and Foster will, from all signs now available, be for allowing the importation of such labor, while Senator Mitchell will be against it. That part of the report has not been agreed to yet by the sub-committee of Senators but it is plain what their personal views are regarding it.

A few days ago Senator Mitchell thought a part of his report would be ready in short order for publication but the indications now are that none of it will be out before the holiday recess, which begins in about one week.

**PRATT SEES PRESIDENT.**

Mr. J. G. Pratt, who is still somewhat lame from the injury to his leg, caused by a fall, has been working the past week to advance the interests of the fire claims. He was introduced to President Roosevelt by Senator Foster and thanked the Chief Executive for the paragraph in his message, inserted at the request of Mr. Haywood through Secretary Hay, urging the payment of to Mr. Pratt his belief that the claims ought to be given earnest consideration. Mr. Pratt has also talked this week with other prominent Republicans, among them "Uncle Joe" Cannon, chairman of the appropriation committee. Last session Mr. Cannon refused to give any time for personal con-

**WHAT IS A COUGH?**

A spasmodic effort to expel the mucus from the bronchial tubes. A cold causes a more abundant secretion of mucus, and when the lungs and bronchial tubes are inflamed, they are extremely sensitive to the irritation. Unless care is taken, the cold may result in pneumonia, which is swift and deadly. If the cold is a lingering one, the more severely but equally fatal consumption may set in. Do not neglect a cold or cough. Take Chamberlain's Cough Remedy. It always cures and cures quickly. All dealers and druggists sell it. Johnson, Smith & Co., Ltd., agents for Hawaii.

**LOCAL INTERESTS AT WASHINGTON****William Haywood's Fight Against the Educational Clause of the Labor Measure.****Pratt Sees President.****HAWAII****IN LINE  
Customs Receipts Put Her Near Head.**

That Hawaii should stand in the first ten of customs houses of the United States whose receipts were over a million dollars for the past fiscal year, has surprised the most sanguine resident of the islands. Standing tenth in a list of Customs Houses numbering 156 all told, which do not include cities of the Philippines, Hawaii has jumped to the front with strides that are little short of wonderful.

The list includes those ports of collection dating from June 30, 1901 to June 30, 1902, as follows:

New York . . . . .	\$166,807,010.33
Boston . . . . .	21,077,872.43
Philadelphia . . . . .	19,299,485.12
Chicago . . . . .	9,325,722.46
San Francisco . . . . .	7,551,217.78
New Orleans . . . . .	6,077,889.05
Baltimore . . . . .	3,517,319.75
St. Louis . . . . .	1,885,698.98
Detroit . . . . .	1,326,543.98
HAWAII . . . . .	1,327,518.23
Cuyahoga, Ohio . . . . .	1,128,784.21
Tampa . . . . .	1,068,334.89
Newport News, Va. . . . .	1,087,242.23
Cincinnati, O. . . . .	969,715.19
Porto Rico . . . . .	922,327.19
Puget Sound . . . . .	907,057.23
Buffalo Creek (Buffalo, N. Y.) . . . . .	848,848.34
St. Paul, Minnesota . . . . .	827,947.50
Portland, Ore. . . . .	726,401.71
Pittsburg, Pa. . . . .	603,709.13
Vermont (Burlington, Vt.) . . . . .	589,202.65
Milwaukee, Wis. . . . .	521,540.05
Plattsburg, N. Y. . . . .	462,044.60
Port Huron, Mich. . . . .	411,646.32
Key West, Fla. . . . .	401,706.63
Louisville, Ky. . . . .	349,237.25
Rochester, N. Y. . . . .	323,228.15
Los Angeles, Cal. . . . .	280,248.69
Newport, Vt. . . . .	267,582.26
Kansas City, Mo. . . . .	265,877.95

Tampa, Florida, with its big imports of Cuban tobacco and Central American products, is even below Hawaii, while Baltimore, one of the important shipping ports of the Atlantic coast has a return of duties less than three times those of Hawaii. In fact Hawaii takes rank with the nine most important commercial cities of the Union.

"Why is it that Hawaii stands so high in the matter of imports?" was asked of Collector of Customs Stackable yesterday.

"Well, it is probably due to the big foreign population in the Islands," was his reply. "The imports from China and Japan especially for the two races resident in Hawaii are an important factor in the totals. Sake is a big item, and so are sugar bags from India and China. There are also a few of these which come from Dundee."

"It may be of interest to residents here to know that it cost on an average for all the ports of entry in the Hawaiian Islands, just .6730 cents to collect a dollar. For Honolulu alone it costs .068, for Hilo, \$13.35; for Makuhina, \$52.27; for Kahului, \$13.87; for Lahaina, \$77.51; for Koloa, \$31.37."

"The imports for the year amounted to \$3,036,583, and the duty collected as I have it was \$1,285,454.80, the average rate of duty being .423 per cent ad valorem. The expenses for collecting this duty and carrying on the affairs of the department were, according to the Secretary of the Treasury's report, \$6,932.82."

**ERNEST G. WALKER.****WILCOX BILL IGNORED.**

WASHINGTON, D. C., Dec. 14.—The Committee on Territories is proceeding speedily to the consideration of the fire claims bill. A meeting was held yesterday morning, at which Representative E. S. Hamilton, of Michigan, presided as acting chairman, in the absence of Mr. Knox. It was decided to take up the bill introduced by Mr. Wilcox and not the bill introduced by Delegate Wilcox, which provides for a full payment of the claims. This was not because the committee is opposed to the payment of the claims in full but because the House bill is in accord with the Senate bill and thus to prevent any conflict of measures. A general statement was made to the committee by Mr. Blaine to have an appropriation of \$3,000,000 for a cable across the Pacific. Representative Payne, of New York, spoke with pride of the part he had had in annexing Hawaii, having signed the bill, as speaker pro tempore of the House. Senator Culom also recalled to me the efforts he made years ago at the instance of Secretary of State Blaine to have an appropriation of \$3,000,000 for a cable across the Pacific. Representative Payne, of New York, spoke with pride of the part he had had in annexing Hawaii, having signed the bill, as speaker pro tempore of the House. Senator Culom also recalled to me the efforts he made years ago at the instance of Secretary of State Blaine to have an appropriation of \$3,000,000 for a cable across the Pacific. Representative Payne, of New York, spoke with pride of the part he had had in annexing Hawaii, having signed the bill, as speaker pro tempore of the House. Senator Culom also recalled to me the efforts he made years ago at the instance of Secretary of State Blaine to have an appropriation of \$3,000,000 for a cable across the Pacific. 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The very best Lime and in the  
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AGENTS.

Olaa Sugar Co., Ltd

ASSESSMENTS.

The twenty-fourth and final assessment  
of 10% or two dollars (\$2.00) per  
share has been called to be due and  
payable December 20, 1902.

Interest will be charged on assessments  
unpaid ten days after the same  
are due at the rate of one per cent (1%)  
per month from the date upon which  
such assessments are due.

The above assessments will be payable  
at the office of The B. F. Dillingham Co., Ltd., Stangenwald building.  
(Signed) ELMER E. PAXTON,  
Treasurer Olaa Sugar Co.

May 12, 1902.

## PINCHOT PLEASED

Mr. Gifford Pinchot, head of the  
Bureau of Forestry at Washington,  
was a through passenger on the  
America Maru, accompanied by his  
friend Mr. Seymour who is also much  
interested in forestry. Mr. Pinchot  
left Washington the end of September  
and went by way of Paris to the Philippines,  
where he spent several weeks.  
Owing to the prevalence of cholera  
there and the quarantine regulations  
he did not enjoy his visit and was not  
very deeply impressed with the islands.  
The America Maru arrived in port  
about nine o'clock in the evening and  
shortly after that hour Mr. George R.  
Carter who was home quietly reading  
heard footsteps on his veranda, and  
they seemed to sound very familiar.  
Going out he found it was his friend  
Gifford Pinchot and gave him a hearty  
welcome. Most of the night was  
spent talking over old times, as Yale  
men generally do. Early next morning  
Mr. Carter drove his distinguished  
guest to the Pall so that he could  
see the forest work being carried on  
in Nuuanu valley. They also went a  
little more than half way up Tantalus.  
Returning they called on Mr.  
Jared G. Smith at the U. S. experiment  
station. Mr. Albert Judd at the same  
time was driving Mr. Seymour around  
taking in the sights. Arriving at the  
Capitol building Mr. Pinchot was introduced  
to Secretary Cooper, who is  
also an enthusiast in forestry matters.  
The party then visited the office of  
the Commissioner of Agriculture and  
Forestry where Mr. Pinchot spent some time  
with Commissioner Wray Taylor  
looking over forest photos, seeds, island  
woods, etc. At Mr. Pinchot's request Mr. Taylor will forward on the  
next steamer a report on Hawaiian  
forests and trees and other material  
for his use. The latter accompanied  
the visitor and Mr. Carter to the Bishop  
Museum where Prof. Brigham gave  
a cordial welcome to Mr. Pinchot and personally conducted him over the  
museum, also showing him the new  
addition. Mr. Pinchot was amazed at  
the collections of the museum and said  
he had never seen finer ones anywhere.  
Returning to town the fish  
market was visited and then the visitor  
and his friend went on board, and  
soon were on their way home. Mr.  
Pinchot was so much pleased with  
what he saw in the short time, that  
he intends to return next summer and  
make a long stay. He thinks there  
will be no trouble in getting a good  
forester for the Islands. He was  
anxious to get to Washington as  
quickly as possible so as to look after  
the appropriations for his department  
in Congress.

Private advices tell of higher prices for Oahu at the Coast than can be had here as yet. The rate for this stock, a small block being reported from San Francisco, was \$110, the nearest approach to that figure here being \$90 on the Board and \$95 in a private sale. The information of the feeling on the Coast has become general and the market for the stock may be said to be stiffening. Ookala has gone up to \$10 bid on the reports that this year's crop of this plantation will be at least 4,000 tons and a prospect of a material advance on this figure. McBryde dumped a quarter on a small block of five shares, but this is not taken to mean that there is any real reason why this plantation should not be better off this year than before.

There was a slight falling off in Oahu, on the strength of the last assessment being due, the only sale being of 50 shares at \$11.50. There are rumors of small blocks at slightly lower rates, but these are not of record and the belief of the brokers is that if there is to be any selling of this stock, it will be only for the straightening of lines held by large owners and investors, and the selling will be by men who are not in shape for the payment of the assessments. This collection will place this stock in the ranks of the paid-up plantations and will take it out of the list which may be affected by the temporary tightness of the money market. Whenever there has been a call for payments, made at a time when the market was tight, the assessables have always felt the pressure but this is rapidly passing. Five Kahuku at \$22 and 25 Waialana at \$160 completed the week's business.

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## REAL ESTATE AND BUILDING.

There have been very few sales during the week, the attention of the people being turned almost entirely to the celebrations of the season. There is continued discussion of downtown improvements, waiting in effect for the settlement of the site for the postoffice. In the event of the end of this matter soon there will be a speedy arrangement of several plans for the construction of public buildings for stores and offices in the district immediately in the neighborhood of the postoffice site.

The reconstruction of Fort street houses which are to be cut back to conform with the street line, will be taken up very soon, it being understood that the settlement of the transfers to take care of the betterments will have early attention at the hands of the Superintendent of Public Works.

The partial destruction of the old building which has stood for so long at the corner of the alley on King street back from Fort, which took place on Christmas morning will mean, it is said, that there will be a building put there which will be in some consonance with the proposed improvement on the corner, the new O'Neill building.

There are several plans in sight for Waikiki road lots. It is reported that the scheme for the use of the Cornell-Ahrens-Bowler property for an athletic park may yet go through, there being placed at the disposition of the owners a snug sum, as the result of the taking over of the roadway by the government.

## THE SUGAR LETTER.

Williams, Dimond & Co. in their letter to F. A. Schaefer & Co., under date of December 18, say of the sugar market:

We last addressed you on the 16th inst. per Nebraskan.

Sugar—No changes have since occurred in the local market or for export, prices established Dec. 9 still being in force.

Basis—Dec. 16, spot sale, 500 tons at 3 15-16c, and on the same date cost and freight sale, 13,000 tons at 3.95c., since which no sales, establishing basis for 96 deg. centrifugals in New York on that date 3.94c., San Francisco, 3.56c.

New York Refined—No change.

London Beets—Dec. 16, 8s. 15d.; 17th, 8s. 3d.; 18th, 8s. 15d.

London Cable—Dec. 12, quotes Java No. 15 D. S., 9s. 6d.; Fair Refining, 8s. 9d.; same date last year 8s. 10 1/2 and 7s. 10 1/2d., respectively. January beets, 8s. 5d/d, against 7s. 23d, corresponding period last year.

Eastern and Foreign Markets—The market for Raws is in a quiet state, according to latest mail advices from New York under date of 12th inst. Views of buyers and sellers are apart. Refined is in fair demand. Stocks in Cuba are 60,000 tons, of which only 20,000 tons are still available for sale but are held at prices considerably above the parity of the New York market. Grinding has commenced and four estates are working.

Latest Statistical Position—Willitt & Gray report U. S. four ports in all hands estimated Dec. 10, 165,439 tons, against 127,550 tons same date last year. Six ports Cuba estimated Dec. 9, 60,000 tons against 27,785 tons same date last year. United Kingdom estimated Dec. 4, 124,000 tons, against 83,636 tons corresponding period last year. Total stock in all principal countries by cable, Dec. 11, at latest unverified dates, 2,243,939 tons, against 1,795,971 tons; increase over last year, 447,968 tons.

## PORTUGUESE HOODLUMS HANG DEAF MUTE TO TREE BRANCH

Pauoa Victim's Legs and Arms Are Tightly Bound, a Noose Adjusted Around His Neck and Torturers Hoist Him.

After being hanged by the neck and then lowered to the ground Moaullihil a poor, half-witted youth who resides in Pauoa valley, still lives to tell a tale of shocking brutality of two young Portuguese who tortured him almost to death. A. Benovitz and M. Souza, the latter a tram car driver on the Nuuanu street line, are under arrest charged with the crime.

Moaullihil has been earning a living by polishing shoes and running errands and has generally been the butt of the hoodlums of Pauoa valley and vicinity. On Saturday Souza demanded that Moaullihil black his shoes but the boy refused. Souza called Benovitz and the two started in to have a good time with their victim. They demolished his blacking outfit, kicked the boy about and finally ended by throwing him to the ground. A rope was procured and his legs were strapped and his arms pinioned. A noose was made of the remainder of the rope and slipped over the boy's neck.

The latter was burned and the skin chafed off in places attesting to the fact that he had actually been "strung up." Benovitz and Souza were both arrested and identified by their victim.

DR. J. COLLIS BROWNE'S CHLORODYNE

## FOR BABY'S SKIN SCALP AND HAIR

### Something for Mothers to Think About

EVERY CHILD born into the world with an inherited or early developed tendency to distressing, disfiguring humours of the skin, scalp, and blood, becomes an object of the most tender solicitude, not only because of its suffering but because of the dreadful fear that the disfigurement is to be lifelong and mar its future happiness and prosperity. Hence it becomes the duty of mothers of such afflicted children to acquaint themselves with the best, the purest, and most effective treatment available.

That warm baths with CUTICURA SOAP to cleanse the skin and scalp of crusts and scales and gentle applications of CUTICURA Ointment to instantly allay itching, irritation, and inflammation, and soothe and heal, and CUTICURA Remedy to cool and quiet the blood, will be followed in the severest cases by mild doses of CUTICURA RESOLVENT are all that can be desired for the alleviation of the suffering of skin-tortured infants and children and the comfort of worn-out worried mothers has been demonstrated in countless homes in every land. Their absolute safety, purity, and sweetness, instantaneous and grateful relief, speedy cure, and great economy leave nothing more to be desired by anxious parents.

**Complete External and Internal Treatment for Every Humour.**  
CONTAINING OF CUTICURA SOAP, to cleanse the skin and scalp of crusts and scales, and soften the thickened skin. CUTICURA Ointment, to instantly allay itching and irritation, and soothe and heal, and CUTICURA Remedy, to cool and quiet the blood. Will be followed in the severest cases by mild doses of CUTICURA RESOLVENT. Aust. Depot: R. TOWN & CO., Sydney, N.S.W. So. African Depot: LENNON LTD., Cape Town. "How to Cure Baby Humours," free. POTTER DRUG AND CHEM. CORP., Boston, U.S.A., Sole Prop., CUTICURA REMEDIES.

## Pacific Mail Steamship Co. Occidental & Oriental S. S. Co. and Toyo Kisen Kaisha.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned:

FROM SAN FRANCISCO:	JAN. 3	KOREA	JAN. 8
SIBERIA	JAN. 10	GAEILIC	JAN. 13
COPIC	JAN. 17	HONGKONG MARU	JAN. 20
AMERICA MARU	JAN. 21	CHINA	JAN. 30
KOREA	FEB. 4	DORIC	FEB. 7
GAEILIC	FEB. 12	NIPPON MARU	FEB. 14
HONGKONG MARU	FEB. 29	SIBERIA	FEB. 24
CHINA	FEB. 28	COPIC	MARCH 3
DORIC	MARCH 18	AMERICA MARU	MARCH 10
NIPPON MARU	MARCH 26	GAEILIC	MARCH 28
SIBERIA			
COPIC			

For further information apply to

## H. Hackfeld & Co., Ltd.

AGENTS.

## Don't

polish stoves with SILICON, use Rising Sun Stove Polish and use the Silicon on your silverware.

## Metal Polish

both liquid and paste, Universal, Putz, Brilliantshine, "U. S." are the right things to use on all sorts of metals to make them bright.

## Shoe Polish

from the old fashioned "Mason's Blacking" to the latest in French Dressings, also Day & Martin's in jars.

## Steel Polish

will clean rusty tools, cutlery, instruments, etc., and make them as good as new. Don't throw anything away because it is badly rusted get a package of Steel Polish and you can clean and save the article. When you get ready to shine up, call on

## E. O. HALL & SON, LIMITED.

Corner Fort and King Streets.

## DR. J. COLLIS BROWNE'S CHLORODYNE

IS THE ORIGINAL AND ONLY GENUINE.

Coughs, Colds, Asthma and Bronchitis.

DR. J. COLLIS BROWNE'S CHLORODYNE—Vice Chancellor SIR W. PAGE WOOD stated publicly in court that DR. J. COLLIS BROWNE was undoubtedly the INVENTOR of CHLORODYNE; that the whole story of the defendant, Freeman, was deliberately untrue, and he regretted to say it had been sworn to. See the Times, July 18, 1884.

DR. J. COLLIS BROWNE'S CHLORODYNE is a liquid medicine which assuages PAIN OF EVERY KIND, affords a calm, refreshing sleep WITHOUT HEADACHE, and INVIGORATES the nervous system when exhausted. IS THE GREAT SPECIFIC FOR CHOLERA, DYSENTERY AND DIARRHOEA.

The General Board of Health, London, reports that it ACTS AS A CHARM, one dose generally sufficient.

Dr. Gibbons, Army Medical Staff, Calcutta, states: "Two doses completely cured me of diarrhoea."

DR. J. COLLIS BROWNE'S CHLORODYNE is the true palliative in NEURALGIA, GOUT, CANCER, TOOTHACHE, RHEUMATISM.

DR. J. COLLIS BROWNE'S CHLORODYNE rapidly cuts short all attacks of EPILEPSY, SPASMS, COLIC, PALPITATION, HYSTERIA.

IMPORTANT CAUTION.—The original sale of this Remedy has given rise to many Unscrupulous imitations.

R. H.—Every Bottle of genuine Chlorodyne bears on the Government stamp the name of the Inventor, DR. J. COLLIS BROWNE. Sold in bottles, 1s. 6d., 2s. 6d. and 4s. 6d., by all chemists.

sole Manufacturer, 33 Great Russell St., J. T. Davenport, London, W.C.

At the Gazette Office.

RUBBER STAMPS

At the Gazette Office.

**SHIPPING INTELLIGENCE****ARRIVED:**

Thursday, Dec. 25th.  
S. S. Sierra, Houdlette, from San Francisco.  
S. S. Nippon Maru, Greene, from San Francisco.  
Stmr. Kauai, Bruhn, from Akukini, and Koloa.

Friday, Dec. 26th.  
Cable Steamer Silvertown, Morton, from San Francisco.

S. S. America Maru, Goings, from the Orient.

A. M. schr. Aloha, Fry, from San Francisco.

Am. schr. Helene, Christiansen, from San Francisco.

Saturday, Dec. 27th.

Stmr. Kinau, Freeman, from Hilo and way ports.

Stmr. Niihau from Punaluu.

Am. bk. Mohican, Kelly, from San Francisco.

Stmr. Lehua, Naopala, from Molokai ports.

Sunday, Dec. 28th.

Stmr. Claudine, Parker, from Maui ports.

Stmr. W. G. Hall, S. Thompson, from Kauai ports.

Am. bk. W. B. Flint, Johnson, from San Francisco at 4 p.m.

Monday, Dec. 29th.

Stmr. Lehua, Naopala for Molokai ports at 5 p.m.

Stmr. Ke Au Hou, Tulgett, for Anahola, Kapaa, Kilauea, Hanalei and Kauaihiwai at 5 p.m.

**DEPARTED:**

Thursday, Dec. 25th.

S. S. Sierra, Houdlette, for the Colonies.

S. S. Nebraskan, Green, for Kahului.

Friday, Dec. 26th.

Stmr. Wainalea, Mosher, for Kauai ports at 5 p.m.

Stmr. Mikahala, Gregory, for Kauai ports at 5 p.m.

S. S. Nippon Maru, Greene, for the Orient at 11 a.m.

Saturday, Dec. 27th.

S. S. America Maru, Goings, for San Francisco.

Stmr. Kauai, Bruhn, for Punaluu.

Stmr. Maui, Bennett, for Paauhau, Kukau, Laupahoehoe and Papanoa.

Sunday, Dec. 28th.

Cable-steamer Silvertown, Morton, to lay cable.

**DUE TODAY.**

Stmr. Mauna Loa, Simerson, from Maui, Kona, and Kau ports.

**NEXT MAIL FROM THE COAST.**

Jan. 2.—Per S. S. Zealandia from San Francisco.

**NEXT MAIL TO THE COAST.**

Dec. 31st—Per A. H. S. S. Nebraskan for San Francisco.

**NEXT MAIL FROM THE ORIENT.**

Jan. 2.—Per Pacific Mail S. S. Korea from Yokohama.

**NEXT MAIL FROM THE COLONIES.**

Jan. 13.—Per S. S. Ventura from Sydney, Auckland, Pago Pago and Fanning Island.

**NEXT MAIL TO ORIENT.**

Jan. 2.—Per Pacific Mail S. S. City of Peking from San Francisco for Yokohama.

**HILO SHIPPING.**

Departed.

Dec. 19.—Bktm. Quickstep, Mellen, for Gray's Harbor in ballast.

Dec. 23.—Bk. Martha Davis, McAllister, in ballast for Kailua to load sugar for San Francisco.

**PASSENGERS.**

Arrived.

Per stmr. Kinau, Dec. 27th, from Hilo and way ports—C. L. Wright and wife, C. J. Fisher, Geo. Wilson, T. E. Balding, Mrs. T. E. Balding, Mrs. B. Andrews, Miss J. Kaachuli, Miss M. Payne, L. A. Bartlett, P. Paranzini, J. G. Clement and wife, Geo. F. Renton and wife, J. L. Renton, Geo. F. Renton, Jr., Master A. Renton, K. N. Tmai, J. E. Storey, T. R. Robinson, Miss Kenchaka, C. R. Crook, Max Lovens, H. M. Whiting, Jr., J. Lucas, and Lloyd Conkling.

Per stmr. Kinau, Dec. 28th, from Kauai ports—J. F. Hackfeld, J. H. Coney, E. E. Conant, Mrs. C. Blake, Mr. and Mrs. Kawamoto, W. Wright, W. H. Kinney, C. Blake, Mr. Tanaka, and F. A. Low.

Per stmr. Claudine, Dec. 28th, from Maui ports—A. N. Kopalak and wife, S. A. Crook, A. H. Crook, Miss Ryerson, Mrs. W. E. Beckwith, H. Howell, C. H. Henion, Jno. Edwards and wife, Miss L. Joshua, Master H. Holt, C. W. Baldwin, F. Sing, M. Correa and wife, J. Vieira, Mrs. Vieira.

**New Oil Burner May Arrive.**

It was stated on the waterfront last night that an oil-burner would probably arrive from San Francisco today on her way to China, and would make the call here to replenish her oil storing tanks from the lashed tanks. The name of the vessel was not mentioned, but it was thought to be the Dollar Steamship Company's steamer Stanley Dollar, formerly the transport Egbert, which was to have left San Francisco for China on December 29, under charter to Castle Brothers.

**Nebraskan to Arrive Today.**

The oil-burner Nebraskan is expected to arrive at daylight today from Kahului to load sugar, bananas, and miscellaneous freight for San Francisco. She is advertised to sail for San Francisco on December 31, and will carry coal.

**The Ship Wallacetown.**

The Italian ship Wallacetown is to sail for Sydney in ballast at 10 o'clock this morning.

**CAPTAIN WHITING HAS MADE CHANGES****MORE OF SHORE END IS LAID**

(Continued from page 5.)  
could bear Admiral John P. Merry return to Honolulu now and pay a visit to his successor as commandant of the naval station. Captain Whiting, he would have a hard time in recognizing his old quarters, for the latter has ordered many changes there, and the office of the commandant is now a very cosy place.

Captain Whiting has moved twice since he arrived here. He has secured a new launch; had the naval station grounds beautified; and his own quarters in the upper story of the main station building are now almost luxuriously furnished. Every article of furniture is of highly polished oak, the floors are covered with expensive rugs, there is a system of private telephones extending to every portion of the station, and some of the staff have been moved from the upper story to the ground floor. Formerly there were two yeomen as clerks in the upper portion of the building, but these had to go to offices down below, leaving only Captain Whiting, Captain White and the commandant's clerk in the upper offices.

The commandant is making every possible effort to get as much utility and as much beauty as possible out of the station. He has decided to have a fountain built in the station yard. Captain Whiting looks after details very carefully. Sometime ago a flagpole was erected in the yard. From his office he could see that it was the merest trifle of a distance out of plumb. An order went forth immediately and the pole was quickly straightened.

**TOWED TO SEA BY A SHARK**

A harpooned shark towed a launch load of hunters far out to sea yesterday afternoon, and the line finally had to be cut in order that the party could return to the harbor. In the boat were Deputy Sheriff Chillingworth, Captain Flint, McDuffie, McKinnon and Chester Doyle. They went in the launch to the outer end of the channel, and after maneuvering for some time a big shark loomed up near them. Captain Flint threw a harpoon, which buried itself fairly in the side of the gelatinous. The big fellow at once dived, and the boat soon sped forward, although the line was paid out very fast. After enjoying the tow for several miles the line was cut. The deputy went overboard once, but was promptly rescued by his companions.

**Inter-Island Freight.**

The steamer W. G. Hall, arriving Sunday, brought a cargo of 5,210 bags of sugar, one hog, and 27 packages of sundries. The steamer Niihau returned on Saturday from a special trip to Punaluu and brought 6,719 bags of sugar. The Claudine, arriving Sunday from Maui ports, brought 22 sacks of corn, 26 bales of bags, 6 hogs, and 189 packages of sundries. The Kinau brought on Saturday 210 sheep, 47 hogs, and 167 packages of sundries. Purser Beckley reports the following sugar ready for shipment on Hawaii: Oahu, 18,600; Wainaku, 3,500; Ooakala, 3,000; Kukauhale, 2,000; Honokau, 1,500; Kukuhale, 3,000; Punaluu, 9,527; Honuapu, 2,700. The following sugar is reported on Kauai: K. S. M., 2,500; V. K., 900; Diamond W., 700; M. A. K., 6,072; G. & R., 1,613; McB., 11,783; K. P., 700; P. 300; H. M., 455.

**Bark Mohican in Port.**

The bark Mohican, Captain Kelly, reached port Saturday afternoon after an eighteen days' passage from San Francisco. She brought a full cargo and a deck load of 240 hogs. She discharged the hogs at the Railway wharf and will discharge the remainder of her cargo at the new Bishop Estate wharves.

**Andromeda's Sale.**

The Norwegian bark Andromeda, which is lying in the Row partially dismasted, was advertised in San Francisco to be sold at auction on the afternoon of December 19.

**Duke of Fife's Rough Trip.**

The British ship Duke of Fife arrived at Tacoma on December 17, after a very rough passage from Honolulu. She encountered a very rough gale off Cape Flattery.

**Shipping Notes.**

Fine weather reported on ice side of Kauai.

Heavy weather is reported along the Hamakua coast.

Captain Harry Flint was slightly injured by a fall at the Railway wharf.

The American ship Benjamin J. Packard is out 113 days from Norfolk for this port.

The schooner Alice Cooke is twenty-six days out on a passage from Port Gamble to Honolulu.

The ship Florence is now out twenty-eight days from Tacoma for this port with a cargo of coal.

The steamer W. G. Hall met with strong trade winds and choppy seas in crossing the channel from Kauai.

Nearly thirty-six vessels are either now on the way from or chartered to bring coal from Newcastle to Honolulu.

The Italian ship Wallacetown has received orders to sail for Sydney in ballast, and will probably leave port today.

The schooner William Nottingham is berthed at the Kekuanaoa wharf where she will discharge her cargo of Newcastle coal.

The bark Edward May, loading sugar at Makaweli, had 12,280 bags on board on Saturday and will probably sail for San Francisco today.

Chamberlain's 3-inch Bunker hoses the engine relieves the lungs and opens the secretion. It counteracts the tendency of a cold to result in pneumonia. It is unequalled for bad colds. It stops cough and cures quickly all disorders and strengthens cells. It is equal to all other drugs and is a general panacea.

**THERAPION NO. 1** maintains its world-wide and well-merited reputation for the treatment of the kidneys, piles in the back, and kidney affections, affording prompt relief where other remedies fail.

**THERAPION NO. 2** promptly cures the common colds, pains and swelling of joints, cold rheumatism, & stiffness for which it has been too much a failure to employ mercury, sarsaparilla, & the like traditional cures. It is unequalled in its action on the kidneys and heart.

**THERAPION NO. 3** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 4** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 5** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 6** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 7** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 8** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 9** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 10** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 11** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 12** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 13** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 14** is equal to the common colds, & affords prompt relief where other remedies fail.

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**THERAPION NO. 29** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 30** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 31** is equal to the common colds, & affords prompt relief where other remedies fail.

**THERAPION NO. 32** is equal to the common cold